



## **Presentation Purpose/ Key Discussion Points**

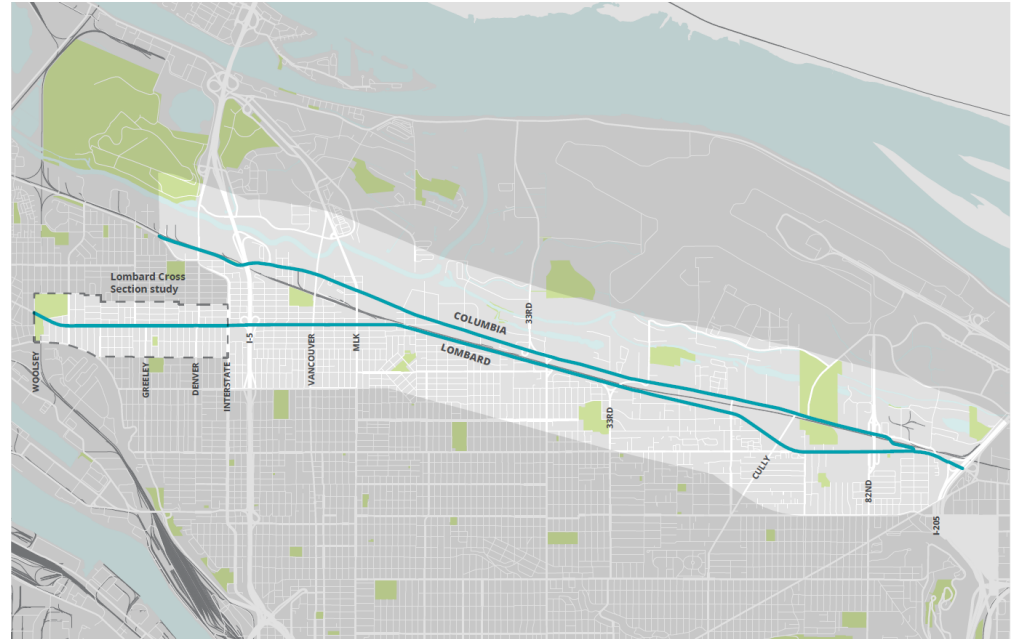
- Learn your thoughts on the bundling of projects and organization by 'readiness level'
- Review and discuss projects that have undergone additional concept design



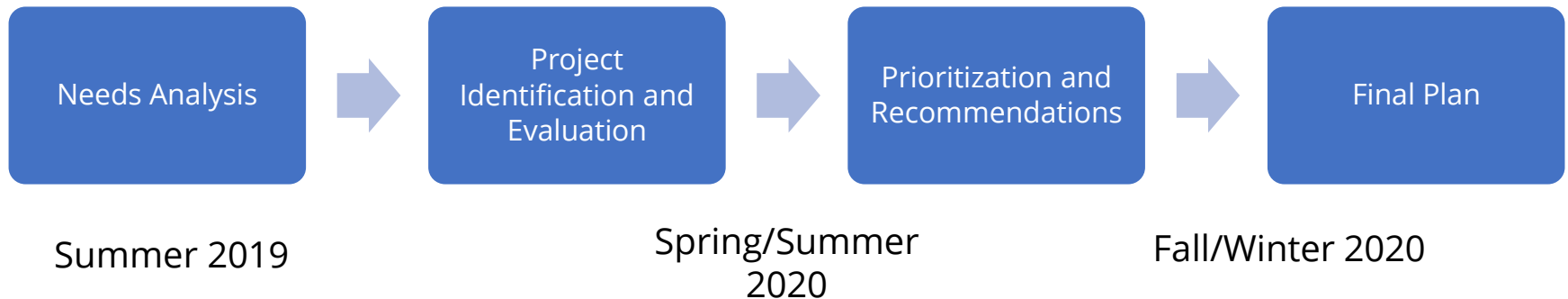


# Columbia Lombard Mobility Plan – Recap

**Project Objective:** Develop a plan to improve safety, mobility, and access for freight, active transportation, and public transit both along the Lombard and Columbia corridors (east/west) and across them (north/south).



## Project Timeline

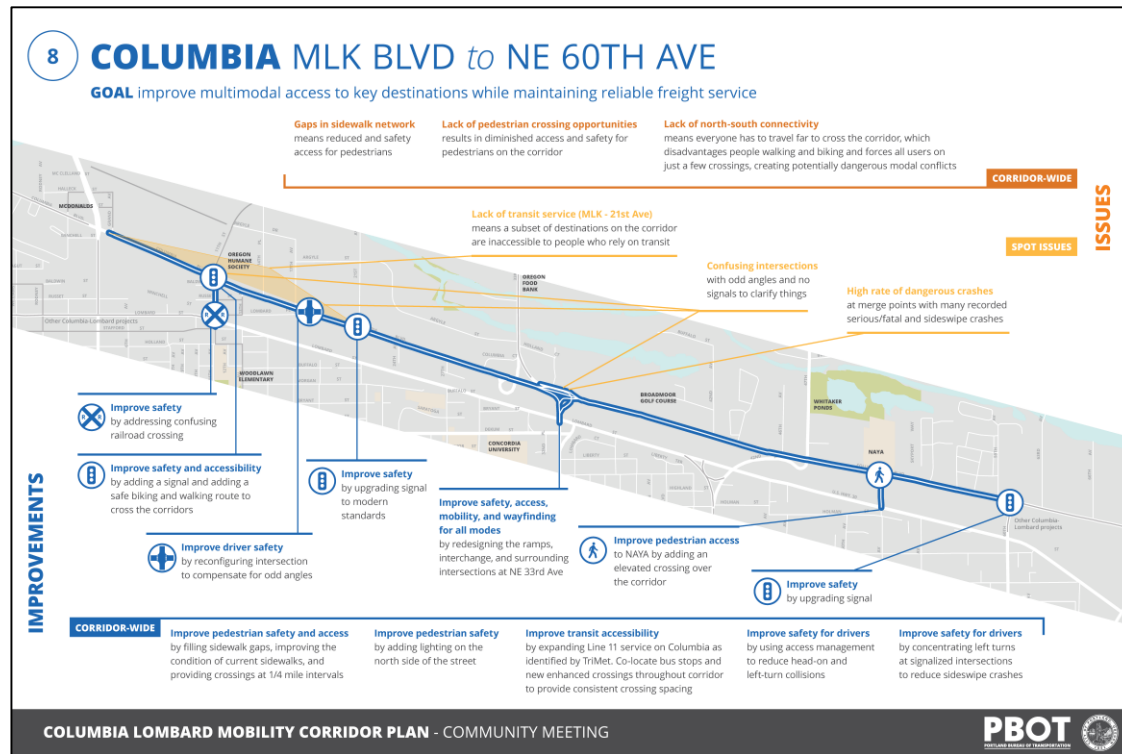




# Project Bundling and Prioritization

# Project Recommendations: Overall Approach

- Previously developed list of project recommendations and displayed them visually by corridor segments/mode
- Recommendations were based on **public input** and analysis of **safety, connectivity, mobility, and equity**
- Used maps to get public feedback
- Assumption: all projects are important and should be added to TSP
- Some projects are more critical or ready to implement
- With no dedicated funding, need to determine how to prioritize focus of PBOT



All segments can be found here:

<https://www.portland.gov/sites/default/files/2020-08/colo-project-bundle-boards.pdf>

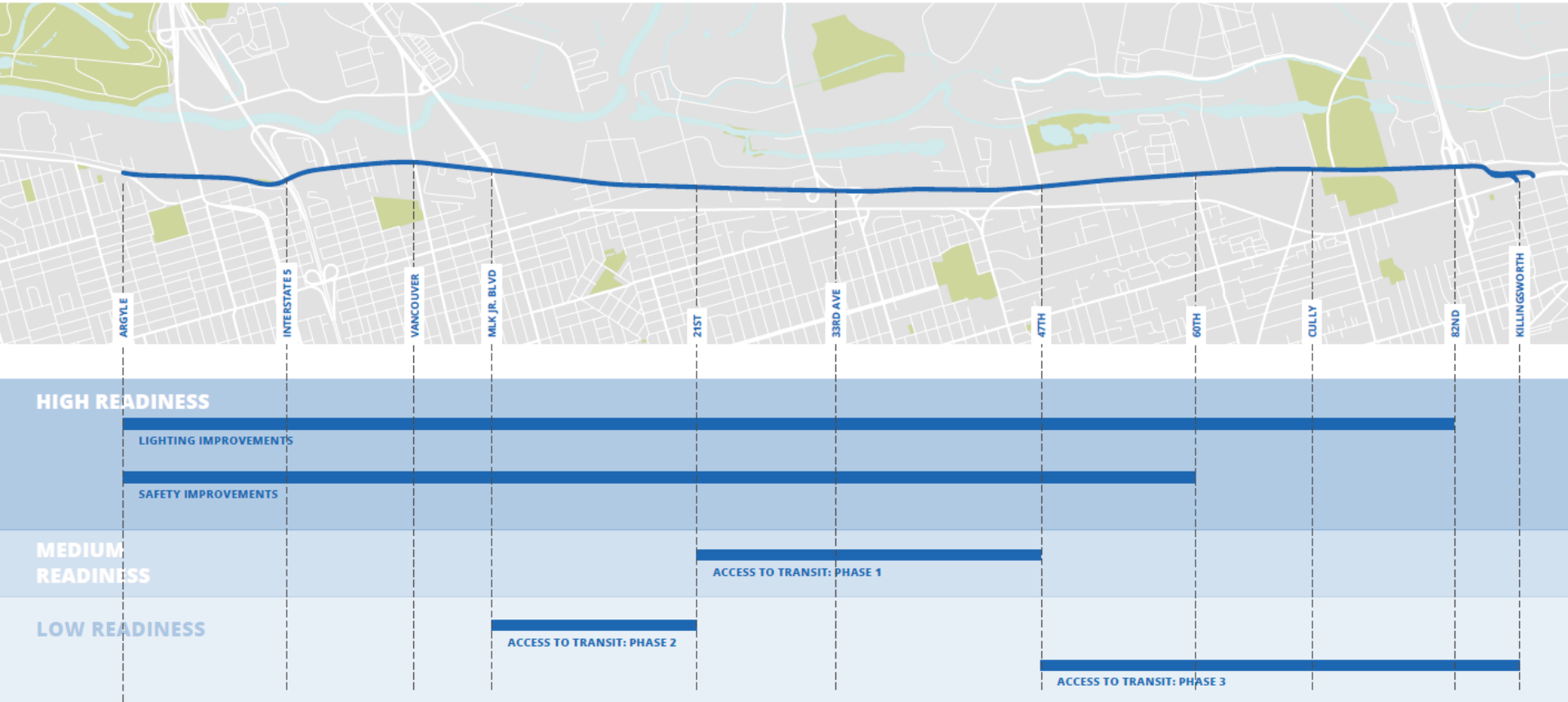


## Moving to Project Prioritization

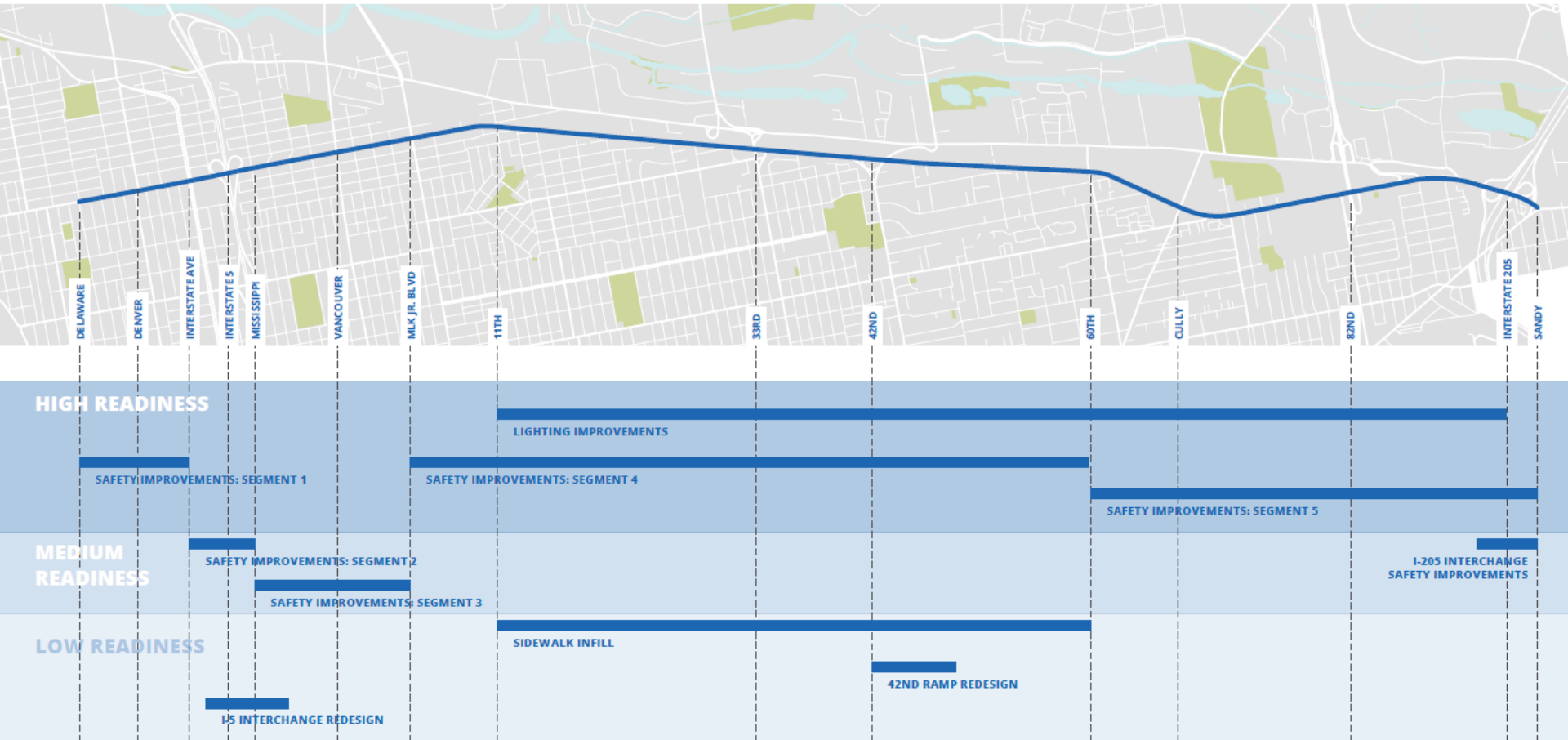
- Took all the projects and bundled them in groups to address specific needs/issues along, across, and adjacent to the corridors
- In each of the bundles, specific projects have been given an “Implementation Readiness Level” designation
  - **“High”** readiness projects are ready to pursue funding opportunities
  - **“Medium”** readiness projects need more project development and/or inter-agency coordination before they are ready to pursue funding
  - **“Low”** readiness projects are not yet needed, need other projects to happen, might not be feasible, etc.
- Designation helps clarify if project will likely be near vs. longer term, and helps develop “shovel-ready” projects



# COLUMBIA BOULEVARD SAFETY BUNDLE



# LOMBARD STREET SAFETY BUNDLE





## 33RD AVE/DR CONNECTIVITY PROJECT BUNDLE

### IMPLEMENTATION READINESS



**High** - ready for funding opportunities

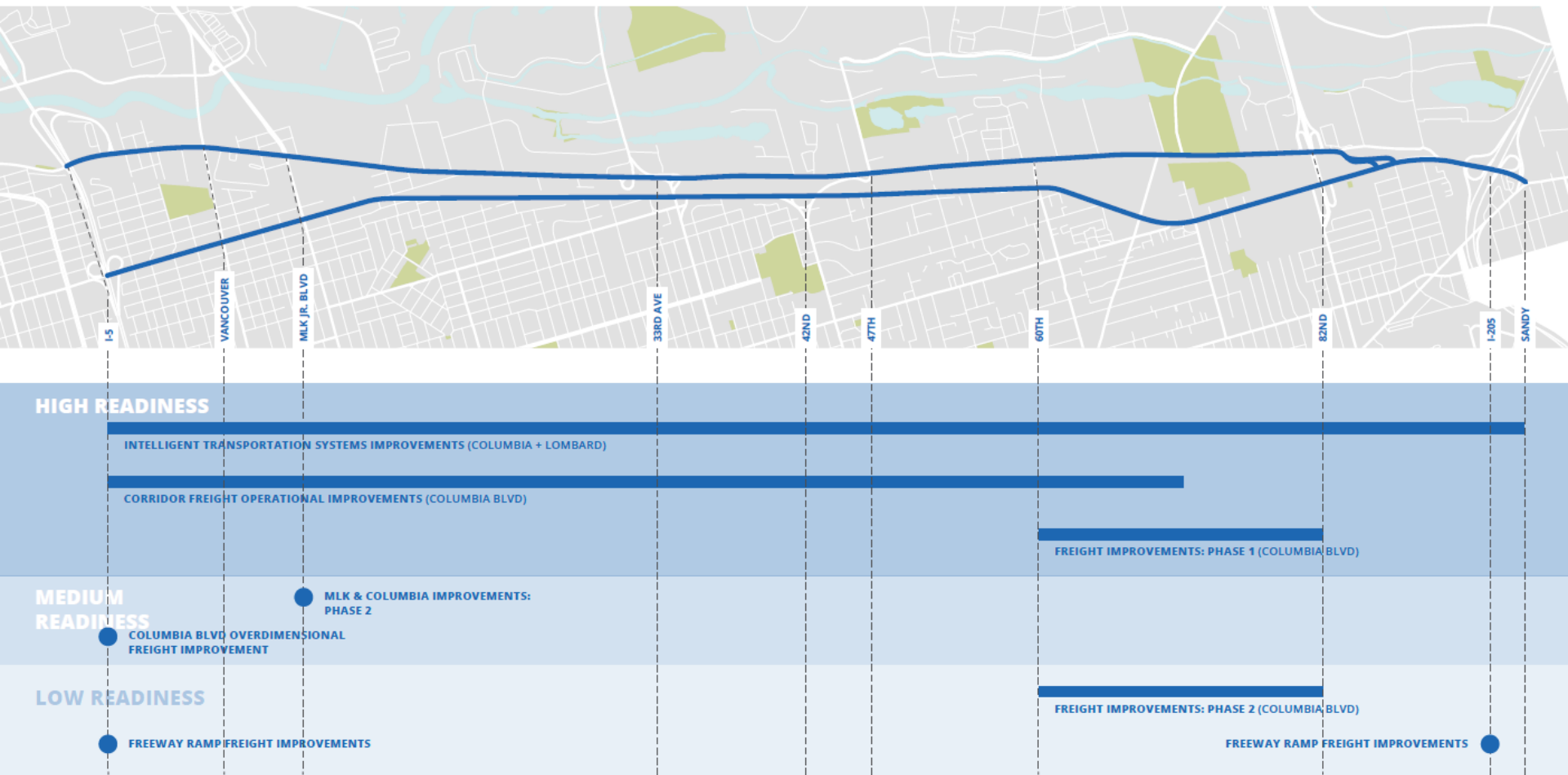


**Medium** - Needs more project development



**Low** - Project not yet needed and/or  
requires more planning work to advance

# COLUMBIA CORRIDOR FREIGHT MOVEMENT BUNDLE

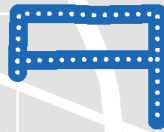


# FREIGHT DISTRICT STREET IMPROVEMENTS BUNDLE

N Columbia Blvd  
Freight District Street  
Improvements



NE Columbia Blvd  
Freight District Street  
Improvements



11th / Columbia / Lombard  
Freight District Street  
Improvements



## IMPLEMENTATION READINESS



**High** - ready for funding opportunities



**Medium** - Needs more project development



**Low** - Project not yet needed and/or requires more planning work to advance

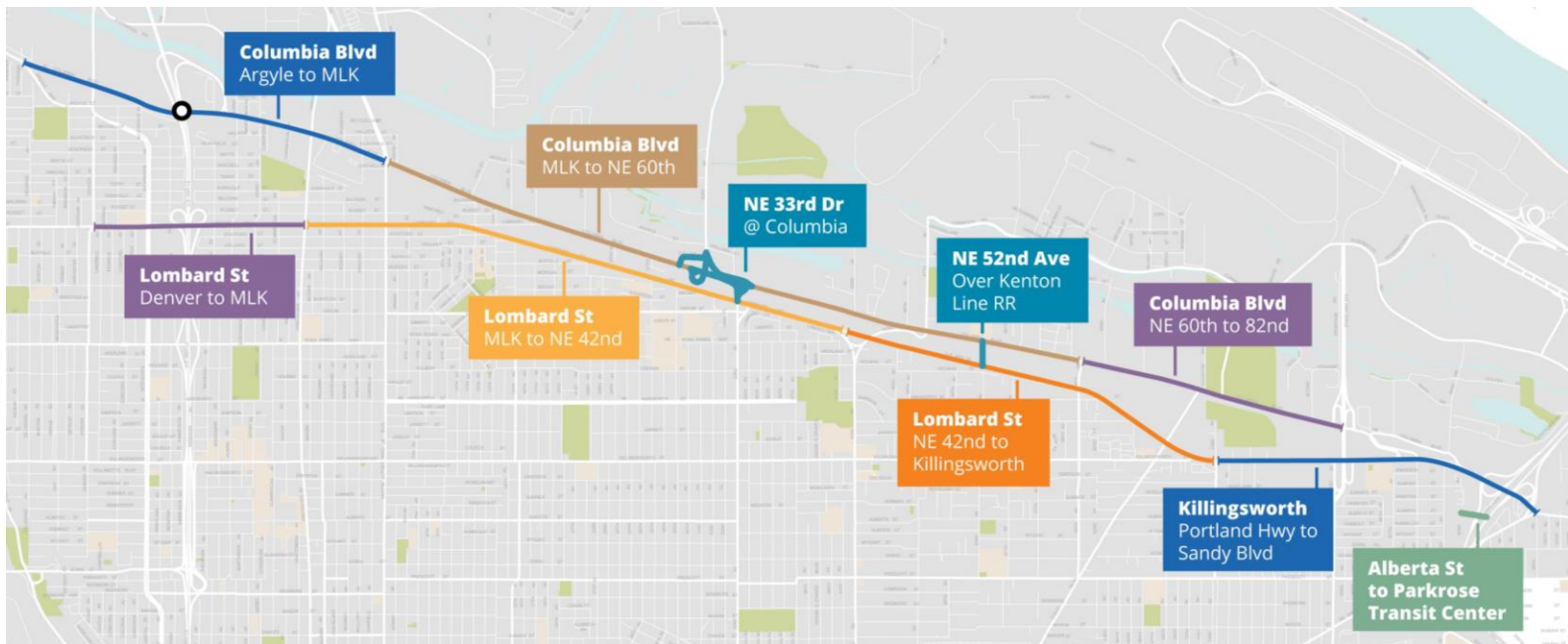




## Areas of Additional Analysis

# Areas of Additional Analysis

- Late last year, project team realized more analysis was needed to determine feasible options for the corridors and other specific projects
- Revised HDR's scope to do more detailed analysis on 10 projects/corridor segments



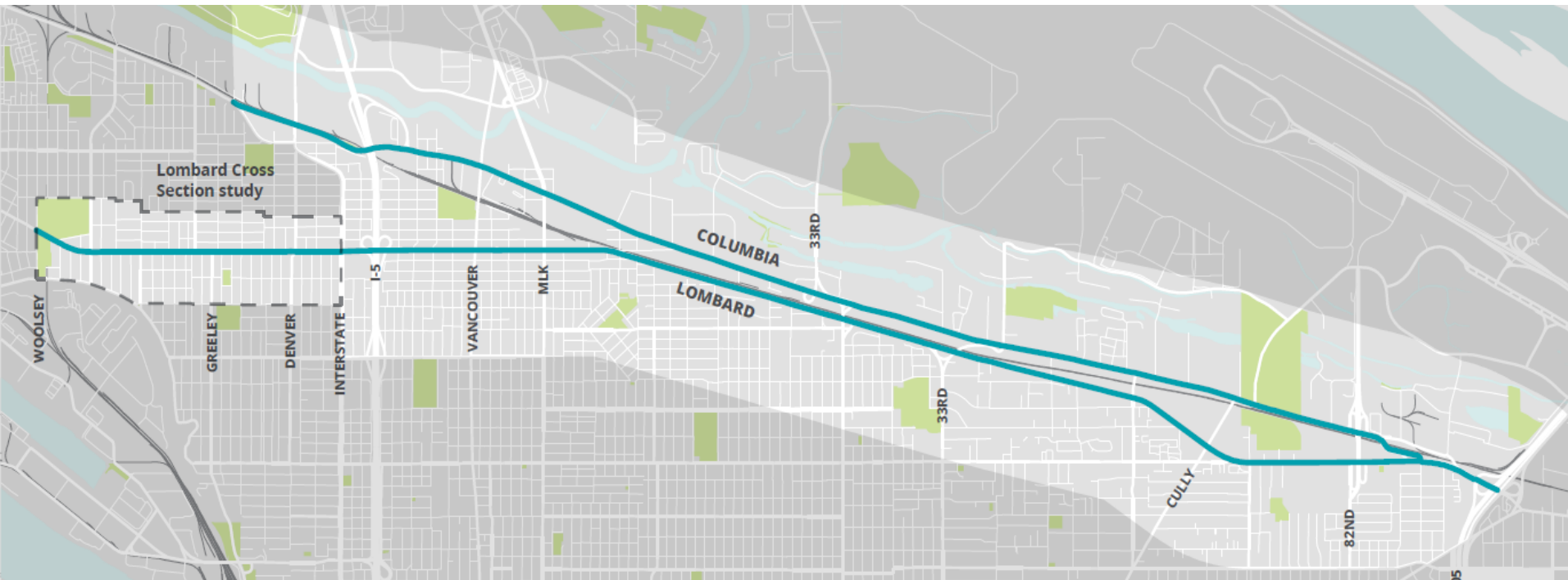
# Corridor Modifications

- **Columbia – Spot Specific**

- Reduce high end speeding
- Preserve freight mobility
- Access management (where possible)
- Spot treatments -
  - Signal backplates
  - Dynamic speed signs
  - Wayfinding

- **Lombard – Complete Corridor**

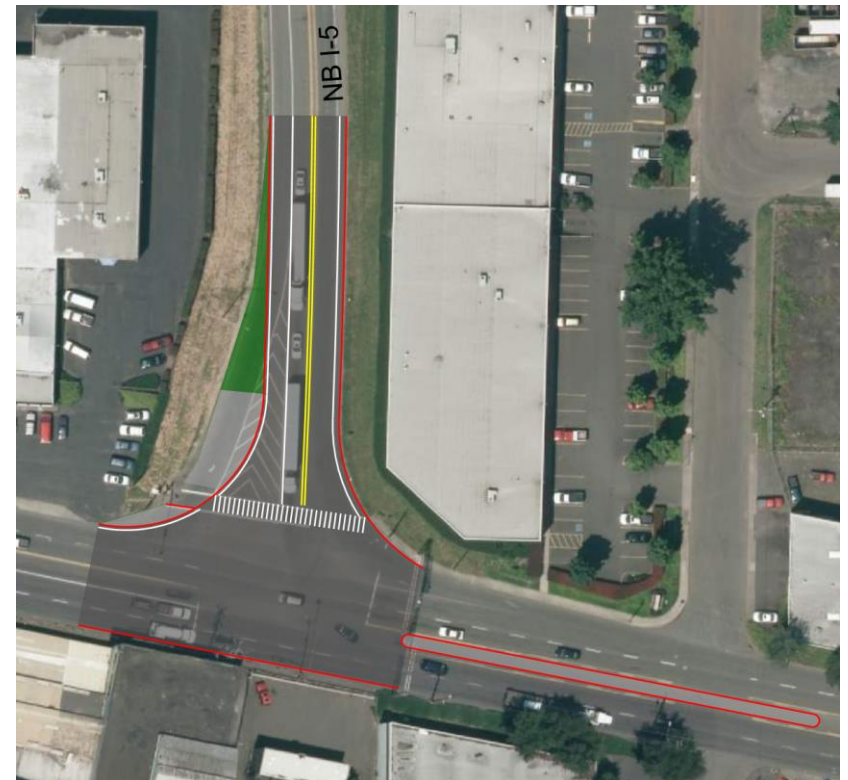
- Reduce speeds and preserve mobility
- Improve pedestrian and bicycle facilities
- Enhance crossing opportunities
- Access management
- Intersection re-alignments





# Corridor Modifications – Columbia Blvd

- **Spot Specific**
  - Geometric enhancements
    - Eliminate eastbound right turn slip lane at Argyle
    - Reduce southbound right turn radius at I-5 southbound exit ramps (provide truck apron)



# Corridor Modifications – Columbia Blvd

## Spot Specific

- Geometric enhancements
  - Install stop sign to eliminate southbound to eastbound free-flow movement
- Install raised curbed median in select locations
  - Reduces conflict points
  - Maintains minimum 22-ft hole in the air





# NE 33<sup>rd</sup>/NE Columbia Blvd

- Realign NE 33<sup>rd</sup> south approach to tee into existing NE 33<sup>rd</sup> north approach
- Remove existing flyover structure, existing NE Columbia structure, and ramp structure
- New bridge over UPRR
- Provide bicycle and pedestrian facilities on both side of NE 33<sup>rd</sup> Avenue
- Will require Right-of-way





# NE 33<sup>rd</sup>/NE Columbia Blvd

- **Planning Level Cost**

- NE 33<sup>rd</sup> Avenue Improvements  
~\$45 mil

- **Benefits**

- Safety improvement
  - Eliminates structures in clear zone
  - Eliminates substandard weave
  - Reduces conflict points
- More intuitive for drivers
- Enhanced connections for pedestrians and bicyclist



# Corridor Modifications – Columbia Blvd

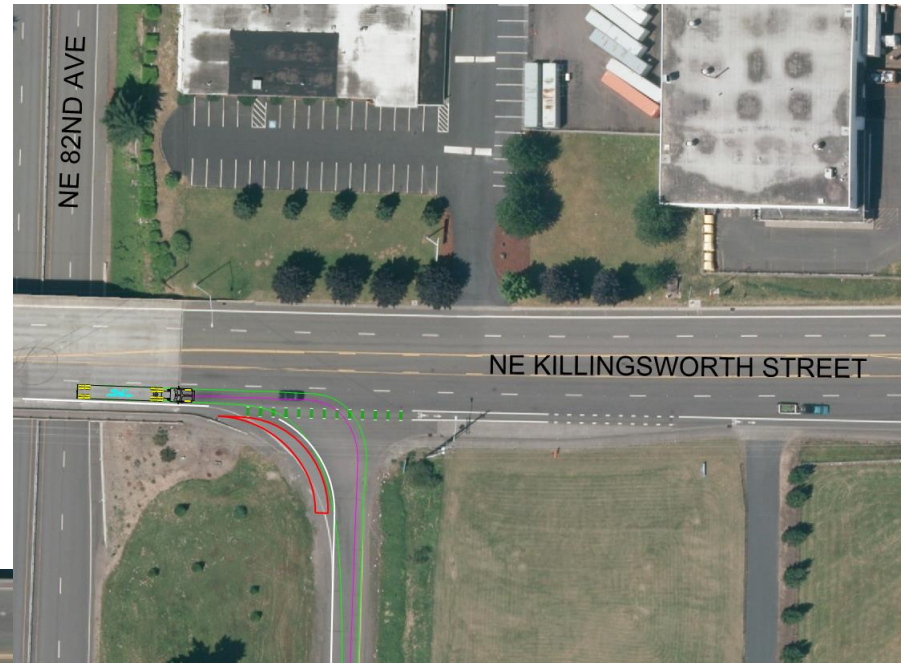
- **Columbia NE 60<sup>th</sup> to NE 82<sup>nd</sup>**
  - Hybrid lane reallocation
    - Two eastbound lanes from NE 60<sup>th</sup> to NE Cully
    - Two westbound lanes from NE Alderwood to NE 82<sup>nd</sup>
    - Maintains center turn lane
- **Planning Level Cost**
  - N Argyle to MLK ~\$6.9mil
  - MLK to NE 60<sup>th</sup> ~\$5.7mil
  - NE 60<sup>th</sup> to NE 82<sup>nd</sup> ~\$3.5mil
- **Benefits**
  - Reduction in congestion
  - Reduced conflicts
  - Reduced travel speeds
  - Maintained mobility





# Corridor Modifications – Lombard Street

- **Spot Specific**
  - Geometric enhancements
    - Reduce radius of eastbound right to I-5
    - Reduce eastbound right turn radius at NE 82nd northbound ramp (provide truck apron)





# Corridor Modifications – Lombard Street

- **Spot Specific**

- Geometric enhancements
  - Upgrade existing signal at I-205 northbound ramp; eliminate southbound right free-flow movement (provide truck apron)
  - Provide multi-use path connection from NE Killingsworth to NE 72nd



## Corridor Modifications – Lombard Street

- **Cross-Section Modifications: NE Mississippi to MLK**
  - Two eastbound lanes, two westbound lanes, median/eastbound left turn lanes
  - All lanes 10-feet wide
- **Planning Level Cost**
  - Interstate to MLK ~\$7.1 mil





# Corridor Modifications – Lombard Street

- **Cross-Section Modifications: NE 11<sup>th</sup> to NE 60<sup>th</sup>**

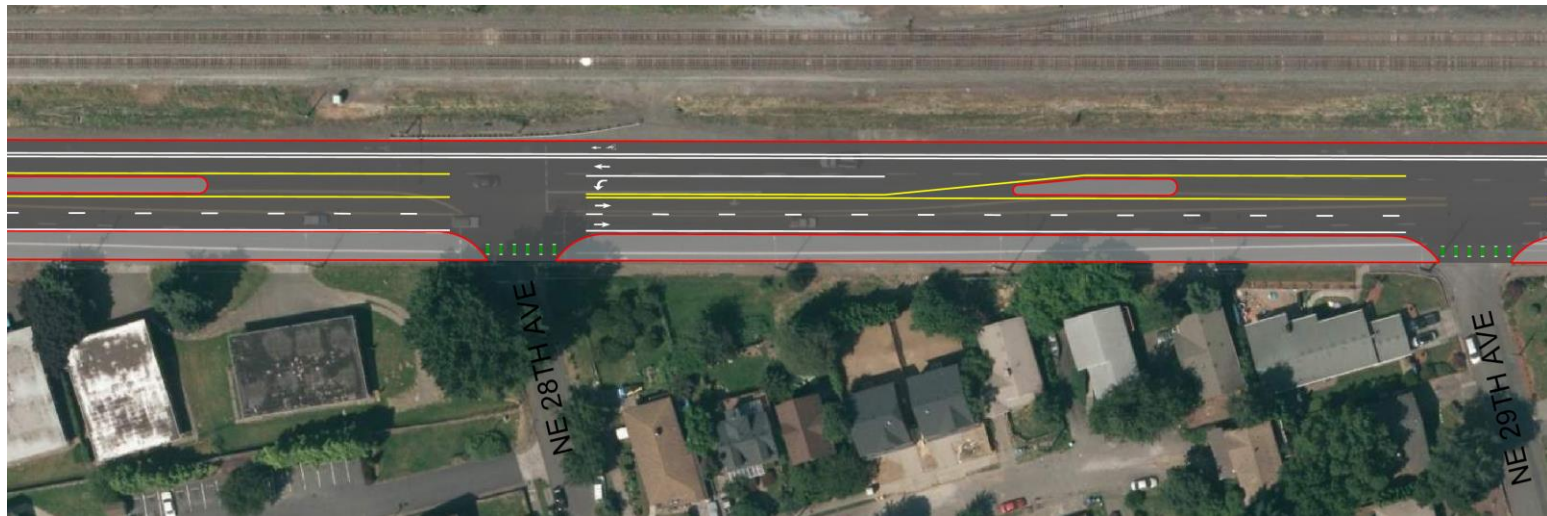
- Two eastbound lanes, one westbound lane, median/eastbound left turn lanes, enhanced bicycle facilities

- **Planning Level Cost**

- MLK to NE 42<sup>nd</sup> ~\$40.6mil
- NE 60<sup>th</sup> to I-205 ~\$2.3mil

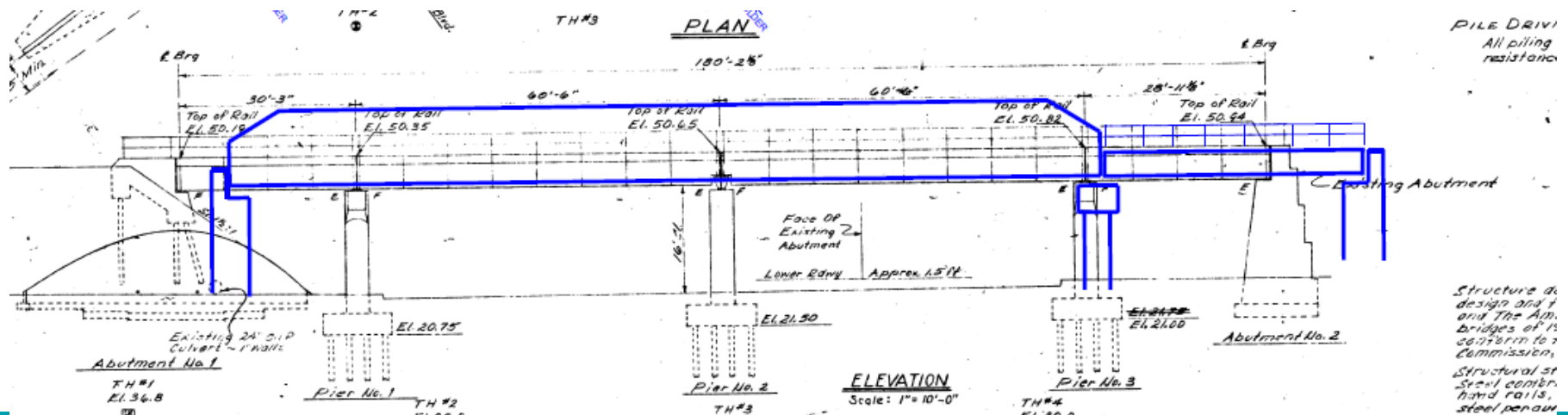
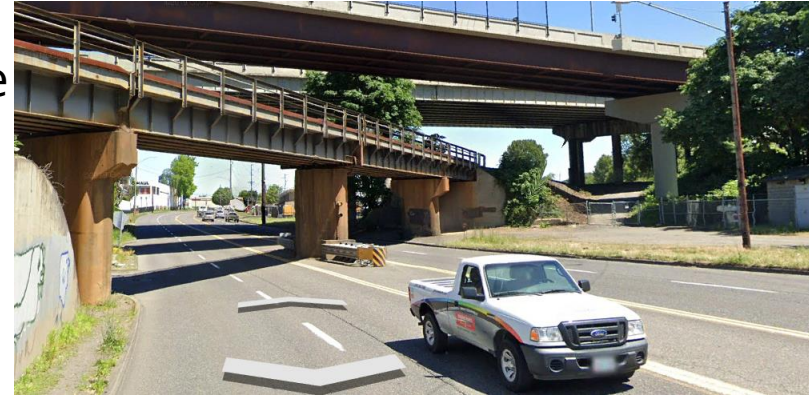
## Benefits

- Reduction in congestion
- Reduced conflicts
- Reduced travel speeds
- Maintained mobility
- Enhanced pedestrian/bicycle facilities



## NE Columbia Blvd Under UPRR Bridge

- Replace existing single track bridge with double track bridge spanning entire road.
- Different bridge type (Through Plate Girder) allows for shallower super structure achieving 17.5' Clearance
- Planning Level Cost \$19,532,000
- **Benefits**
- Over-Dimensional route on Columbia – thereby avoiding Lombard benefits neighborhoods and non-freight traffic





## Next Steps

- Work is beginning on the final plan
- A draft should be available for review in late 2020/early 2021
- Request for plan adoption by City Council in spring 2021

### Questions?

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[www.portland.gov/transportation/planning/columbia-lombard-mobility-corridor-plan](http://www.portland.gov/transportation/planning/columbia-lombard-mobility-corridor-plan)



# Questions?

